

Sir Richard Graves Mac
been pleased to appoint
Armstrong to be govern-
ment from date, vice Mr
Colonial Secretary's
of 21st April, 1869.

count, duly certified, of the
Bank Notes in circula-
in reserve in Hongkong,
ending 31st March, 1869,
general information as follows:

	Average	Specie in
	amount,	reserve.
.....	\$34,097	\$131,348
" "	361,815	150,000
" "	339,305	138,000
" "	329,279	400,000
.....	\$2,081,436	\$816,346

DAY'S POLICE.
importance, besides the
by Mr Russell-to-day,
a certain Henry William
of the house known as
Restaurant." This indica-
ed by P. C. Webb for
the quantities less than
to a license so to do.
ad put in an information,
case; he was charged
he and two others (C.
Sadler) were menacing
plain clothes on Sunday
sous Onida (J. S.) men,
of tiffin was started;
bearing the name of the
open as the rendezvous.
en served and disposed,
or "go's" of liquor were
red, and drunk, and paid
offence H. W. B. was now
arrested.

gave a graphic description
was quite moving in his
he approached the "li-
of the entertainment—
A. V. H. or a "soft gin")
an unmentionable Dutch
the drinkers were "town-
from the small village of
ave the "square face" an
and he noted particu-
\$3 for the liquors only
returned as "change."
kept in Sir Burns' bed-
deply to defendant (who
that he was a born sis-
tress of the law), who
in this private room of the
a drinking.

so seemed in an excited
were brooked in with a loud
he could prove that all
went on shore at 4.20 p.m.
on (who was ignorant of
"meant) stated that the
gentleman," who had been
Police and also in the
service as a watchman, in
spring place; and (quite)
continuation of the defend-
see this very well, though
moon. "This witness was
city severe fire from the
but he stood it well. His
attention in a very emphat-
ic: "Did you ever shame-
wife because she charged
coffee, eggs, bacon, and
been said, an emphasis
then to this base insinua-

marked that he was pre-
sent this man (William)
has swearing awful and
did get up a case against
about a month's time. The
used to say that he had
few worth of liquor)
a few bottles of porter on
his delicate wife, who
was going in for "double"
assayed to prove that
seen were not on shore
3.30 p.m.

said that defendant had
giving of liquor to follow.

here proceeded, who said
on board the *Onida*,
aged to the United States,
He saw defendant on
and the liberty bell did
I 8.30 p.m. Some men
were there on shore previ-

for a remand, to bring

THE CASE OF THE ARTHUR.

The Chinese from the junk *Shen-mai* (a thirteen men and one woman) were brought up before Mr Russell at the Magistrate's day, charged with extortion on the high seas, on the occasion of the wreck of the barque *Arthur* and alleged rescue of the captain, his wife and crew. — Mr Allen, C. S. Consul, was on the Bench; and Mr Sharp appeared for the prisoners.

Mr Sharp took a preliminary objection and he did so for two reasons. The case was a civil matter, being a question of money; and he thought the question of public policy it was a great mistake to control obstacles in the way of the payment of ransom sums for salvage of life or property by fishermen. This case would fly round the Colony; and it might raise badly with others who were in circumstances similar to those in which Captain and Mrs Crosby were placed. — He was of course very glad that the Captain and his wife had escaped from the dangers through which they passed; and was very sorry that they had suffered hardships so great; but this was the reason why every arrangement should be given to men who acted as the prisoners do. Captain Crosby had been all advised.

His Worship said that he would require to go into the case before he could say what it was. — Inspector Blackwood had previously given evidence as to the fact that the junk was registered number 1030, and that nothing more than the usual number of arms and stink-pots were found on board.

Mr J. Crosby, master of the late barque *Arthur*, stated that the ship having been wrecked on the night of the 20th, he crossed the water in a small boat, and was rescued by the junks from Hongkong, and he steered direct, in his boat, for this port. He had to cast off from the mate's boat. There were his wife and others in the boat with him. When about 45 miles from Hongkong, near Pedro Blanco, he sighted two fishing-boats, and saw one of the men of the topmast making signs. The prisoners (he knew them well, and would never forget them) then gave chase, when he understood his sail, and got his arms ready. The prisoners' boat gained upon him; and he, however, and his wife, cast off to leeward. The cook said that the prisoners were fighting men, not fishers. They were moving about on deck, were dressed in red saashes, and armed with small arms. One of the prisoners stood over his boat; when the prisoner's boat came alongside, holding up two stinkpots and threatening to throw them into witness's boat, if he did not come on board. An old woman (pointed out) jumped down on to the bow of witness's boat, tied a rope there, and then jumped back again. They then began to talk of Macao and Hongkong, and offered to give witness a small sum of money, \$1000, and refusing to agree to this, the prisoners then endeavored to damage and disable his boat, succeeding in starting his mast. After some further attempts to disable him—in order, as witness thinks, to compel him to accept their \$1000 offer—witness cut the rope which the old woman had fastened, slipped his mast, unreefed his sails, and squared away for Hongkong. Before he had gone 100 yards, the mast and sail were cut away, and the prisoners, who had resumed the pursuit now bore down upon him, and in his disabled state tried to run the boat down; which witness only prevented by manœuvring this boat. Three or four of the prisoners then jumped into witness's boat; and tossed them all up into the junk; and then rummaged about and locked up all their valuables, which he (witness) took from them. The witness and his wife then stood about the after the fifty hours' sent in the boat, and they sat down at. The agreement produced—a compulsory agreement to pay \$1,000 for the passage—was then arranged, no threats having been used at that time. The headman, however, moved about suspiciously with a small hatchet, but did not use it; witness told his men to be ready, and he kept his arms ready for use, besides him. He was well treated, however, while in the boat. The second junk, which was in company with the prisoners' boat was seen astern about three miles, being attacked by pirates. The prisoners then got up and attack, but witness dissuaded them from doing so. Witness gave it as his mature opinion that all the boatsmen were pirates when they had the chance.

Cross-examined by Mr Sharp: Had five pieces of arms, breach and muzzle loaders, and two cutlasses on board his own boat. Did not fight prisoners because first officer advised me not to, and though my wife offered to load the rifles for me. Had no cutlasses, but a few pistols. The stink-pots and arms in the hands of the five men, though they were cutlasses or spears, but could not swear. The prisoners put away their fighting gear, which was locked up in a box by the old woman. The arms were all put away before I got on board. Prisoner climbed joss to see whether they ought to attack the pirates or not. Were heading towards Amoy when the agreement was signed. Did not say anything to the prisoners about the agreement being compulsory. Disliked them to remain under the belief that it was all right.

F. La Forge, Customs Service, a passenger on board, corroborated most of what the captain had said. They had made up their minds to go on board before they actually did so: witness could see no choice between going on board and getting sunk. According to the way they were going on, he could not say that force was used in putting or getting them on board the junk. Prisoners helped them up from the ship's deck. He (witness) was on the deck of the junk had sneered off and left them to come to Hongkong as they pleased, disabled as the mast was, because they were pirates. The prisoners after the agreement was arranged. Was the writer of a letter which appeared in the papers on the subject; did not know that the present case was coming on when wrote that letter. It was his opinion, which would not be supposed to have any influence with the gentleman trying the case.

(Mr Sharp here observed that several strong statements in that letter were not in accordance with our ideas of justice; and

It was just as well that he did not know the case was coming on at the time.)

Chun Ahchook, the Captain's boy (who twice used the words *Fa Kwai* and was told by the Magistrate that he would be sent to Gaol if he used it again) gave his version of the story. He saw the old woman beat her breast, meaning that she wished to ~~save~~ the foreigners. Prisoners wished the people from the ship's boat to go on board the junk, and would not agree to tow, because they were afraid of not getting their money; in fact, the Captain refused to pay; but offered \$500 for a passage. Saw none armed, but could see a stinkpot; went on board and the life-boat was taken to board the junk also.—By Mr Sharp: Did not the boatmen say they were trying to damage the boat; but the sea was very rough. There were no threats used to the foreigners before the agreement was signed.

At this stage, Mr Sharp submitted that there was no use going on further with the case. As he had previously said, he thought that Captain Crosby had been very ill-advised in bringing such a trumped-up case against those unfortunate boatmen and he was astonished at the Captain, who he had learned was an American, should have done so, after he had been so well treated by them. He thought that such conduct called for some expression from the Bench. Captain Crosby had already excused the case; and he would also call his Worship's attention to the letter which had appeared in the paper, which before a jury would certainly have prejudiced the case. He thought there was no use going on further with the matter, and he would ask for the acquittal of all those men in dock.

The Magistrate agreed. It was clear that the evidence proved, that there was an entire absence of practical intention from prisoners' conduct—they had no large guns, no threats are used, and no violence at all. The prisoners were therefore discharged.

Mr Sharp applied, under ordinance, for compensation for the defendants; they had lost time, employment, and had been in prison, from the false and malicious charge now brought against them.

His Worship observed that Mr Sharp had another remedy elsewhere, and the promissory note could be sued on.

Prisoners were then removed.

THE CHINESE HOSPITAL CASE.

INQUEST.

The adjourned inquiry continued before the Coroner in the matter of the E-Tsze, arising from the discovery of a dead body therein, was resumed to-day.

Mah Afo, keeper of the Kwong-kee, requested the Coroner to attend the men lying sick at the E-Tsze during the day; but he depended upon the hospital people to attend them during the night. None of the hospital people were bound to attend the sick; and if they were not attended to properly, the blame lay with the Kwong-kee. Once had a doctor who was supposed to feel the pulse and prescribe for the sick in the E-Tsze. Witness accompanied the deputation of coolie-house keepers to the Registrar General; and told the Registrar that their business was with sick men inside the houses, they having nothing to do with men lying in the streets; never put any of them out in the street, and some of all those who very sick to the E-Tsze. Mr Caldwell paid all the expenses incurred at the E-Tsze. All the patients from the Kwong-kee had bags to lie on and blankets to cover them. All the blankets provided by Mr Caldwell were given out according to instructions.

Mr Murray, Colonial Surgeon; stated that, in 1866, he called the attention of Government to the large number of dead and dying persons put out into the street. Never knew any Chinese man or woman E-Tsze, and had known it for ten years. It always appeared to him to be the same as the City of the Dead in Canton—a place where coffins were kept until they could be sent on to their districts. As the coffins were enshrouded no odour was emitted, and the health of the Colony was not affected. On another occasion he found a dead body lying there, waiting to be collined; and some time ago the inspector of nuisances reported a coffin emitting a bad smell; and the latter was taken to be enshrouded. Never knew, officially, any E-Tsze. He was never used as an hospital until saw it in the papers. Was never aware that people were taken there to die. Had he known so, would have taken steps to have the patients removed to the Civil Hospital. Never gave any instructions to the police to inspect the place, as that was not his business; also, the inspector of nuisances has no right to enter a dwelling-house, except by consent of householder or by warrant.

Mr D. E. Caldwell, Chinese interpreter, was the next witness. He said,—Before the E-Tsze was known was exact, but no other means of disposing of their dead than by depositing them by the side of rocks, or by building temporary sheds. In consequence of Government arresting several who had done so, and trying to prevent this, the principal Chinese asked for a place from Government where they could place those who were in a moribund state. Could not say how the petition was worded, and could not say but the Government at that time (in those days) would have been glad to get those bodies thus removed. This was before Sir George Robinson's time; and after Sir George Robinson's time was exact, but it was never intended for an hospital; a temple was added.—Coroner remarked that there was more temple than Hospital.

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ply as to their personal cleanliness, as some do not even have any change of clothing, and are naturally dirty. Would say that mats floundering about the floor without mats or blankets were neglected, and would look to the heads of the houses for an explanation. It was not supposed that hopelessly cases only were sent to the E-Tzse; jaundice cases had to be once sent to the E-Tzse.

Chun Awong, who had a brother who died of the E-Tzse, said that when he went to the hospital, he saw a man with a pork-mark on his face, of whom he asked the doctor. The doctor said that his brother lived in the place. Chun taking his brother into the place. Chun said, Afat, coolie who looks after the room said that witness would have to pay 20 cents for oil and joss-stick; and 20 cents for himself. This sum was for the protection of the gods. Witness attended upon his brother himself, and did not expect an attendance for the 40 cents. Witness stayed there during the day, but he was afraid to remain during the night. Though it was better to ask permission from the doctor, he did not know whether he could have put his brother in the E-Tzse or not without permission.

Dr. Cochran, recalled, said that he remembered the state in which the body of deceased was when brought to hospital; it was puffy and covered with vermin. Deceased had been sick for at least a week. But could not say positively whether the death of deceased was accelerated by his defective treatment and neglect, because he did not attend the sick close to hospital and so utterly hopeless.

The next witness was a hawker of second-hand clothes, who had a friend who was taken to the E-Tzse. The friend was taken there by his friend, but they found that he was at first refused admittance, as he was not in a dying state. It having been ascertained that the friend was in a dying state, he was admitted. Three hundred cash were paid to the old woman so that she could be buried for herself so that she might attend the sick. The collector also complained of any ill-treatment.

The Coroner here remarked that the main object of his questions was to try and find out whether there was really any one responsible about the place at all; if there were any one, it might be serious for that person.

The Master of the Sick Show coffin-house was next put into the witness-box to prove the rate of mortality in the E-Tzse. There would be sometimes two funerals a day from the E-Tzse, sometimes three a-day. At some times one of the largest numbers ever seen by the witness was four.

The Coroner said that he thought the case, though it had been a long one, had been so serious that it had not been too lengthy. He had, however, expected that it would have turned out even more serious than it had done. He had tried, as the Jury would have observed, to find out whether there had been any one responsible for the disgraceful state of things connected with this so called Chinese Hospital, but it was shown conclusively that the place was a very bad one, and that the things which were more or less present than anything else, and that no blame could be attached to any one particularly, and no person could be said to be responsible in any way for the existing state of things. The first thing which the Jury had to consider was, who is deceased? They knew nothing of his name, but they ought to be pretty well satisfied from the evidence that it was some very connected person, the Emigration Commissioner had come from the Kwong-tze some time ago. Now, this touched upon a very important subject. There was no doubt that this theory there was nothing better for China than emigration, when properly carried out; but with brought into practice, it was found that abuses crept in, and even a man with the experience and knowledge of the Chinese, such as Mr Caldwell had been upon, failed to prevent such abuses from entering into the system. Another question touched upon was Chinese-Charities; and connected with this subject we had the horrible state of things as narrated by the witness, and the E-Tzse. There were men lying like log dogs after their own filth with no one looking after them, getting no water, and could not obtain any; in a place where no attention was paid to the sex of the patients, or to the dividing off of various diseases, and where no attempt whatever at decency was ever made. Next the Jury would have to

THE NORTH

(N. C. Daily News.)
The form is as nearly as possible
of a receipt for five shillings
by a gentleman at home in aid
of an Inland Mission. It is not,
purpose to speak of the motive
of the gift. We simply call
to the document, as one of the
terrible complications that have
under our notice. The judicious
distribution of "Jehovah's"
is only equalled by the pro-
liferation of Chinese characters
the sound of these words, but
aid of meaning—at either side.
We would give five shillings to
tips, as a curio.

Donation No. _____

China Inland Mission.

JEROME NISSEL

18

耶和華以利便以設

Received of the above mentioned

The body of the late Mr.
M. Consular Service, Kingpo,
deceased.

(Shanghai News Letter)
pendent from Peking, writing
of 5th April 1869, says—'During
his repeated interviews with
ing, took occasion to lay before
government, a plan for the
the country bordering the Yel-
and better protection of the
against its overflows, and conse-
lations.' The remedy he sug-
approved by the government,
been empowered to set on foot
for carrying it out. In view of
rished condition of the popula-
Imperial Treasury has loaned for
the sum of Ta. 60,000. Twelve
already traversed most of the
question, and appointed proper
the work, who have promised
finished within the next four
months, having a very dry spring,
rain falls soon after the middle
of June may be looked for. On
the same Emperor went to one of
the palace grounds, and offered
prayer.—Recently several Man-
churians their way into the imperial
park and plundered it of silver to
the value of 9,000.—About the beginning
of last New Year, thieves broke in
on Mission Hospital, and carried
off a large quantity of goods, and
are to be beleaguered.—Dr.
Curstrey of the American Legat-
ion fell on 21st ult., resulting
from a slight collar-bone.

Consul Markham returned to
the 5th instant, after a tour of
rough the provinces of Shan-
dong, Mowtee, Messrs Williams
left him at Tsin hsien, near the
mouth, with the intention of con-
tinuing his journey southward to
Chefoo. Markham has obtained per-
mission regarding the products,
otherwise, of this Province,
positive history of his wanderings
precipitated by the public, as the
fables of Confucius, and Men-
guts as the Tao-shau mountain.
Shansea merchant wanting Coal
at Poshan valley, who if let alone
dargha, would be able to lay
down as low as \$4.00 per
quantity are being extracted
unimpeded from the W-tai-hien
valleys; but the syndicate re-
ports that a prohibition is thereby
conveyance to Chefoo. The
is however light, and the first
Coal is but 60 cash per 100
cubit's mouth."

And, everything is quiet in
Tientsin. The question of making
the mouth of the Poyang Lake,
nature business, has been dis-
cussed, it has ceased to be a bugbear,
drop down to the lake side
money in it, and not before,
come off on the 19th instant;

the "Black Lead Hills" at Chinkiang are turning out a better speculation for the owners than was expected at the time of our last advice, and notwithstanding the Recorder, who objects to giving credence to "o'er true tales." It is hardly possible that the universal Yankee, however wide awake, will trouble himself about Black Lead diggings so far away from home. The Chinese are fully alive to their own interests in the matter.

The British bark *Faithful* was sold at Ningpo by Messrs Moller & Co. of Shanghai for \$4,300, and will be used by the Chinese Imperial Customs as a hulk on the Yangtze.

Choo, expectant Sub-prefect and Cheahien, (city magistrate) of Shanghai, has issued a notification to Chinese merchants, that "purchases must henceforth be made by payment of the whole amount in current *sycee*, and not by means of empty promises and deposit of *bargain money*," and winds up by saying,—"Let each obey with trembling. Do not suppose your own interests. Good advice, if followed to the letter."

The light two courts has lately brought to the notice of our countrymen the fact that the native cooks, foremen, and domestics we frequently suffer. In one, the culprit was found to be serving two masters; in the other, to be habitually selling his employees' coal. The sentences in each case strike us as going very wide of the mark. The man who was taking double wages, and giving only half work, was simply ordered to attend to one employer; and of the man who was found selling his employers' property, no notice was taken—the purchasers only, who were less guilty, being punished.

It is satisfactory, amid the fuss which the Yangchow affair has raised at home, to learn that it has fully attained its object, and taught the officials and people to be lenient to foreigners with civility. Some gentlemen who visited the city a week or two ago met with no annoyance, nor did they hear a single "Yan-keo-tai" or other objectionable epithet.

CHRISTIANITY AND COMMERCE IN THE LORDS.
(Spectator, March 13.)

* * * Look only at the spirit of the House of Lords in relation to Christianity as evinced by the very interesting and instructive conversation about the missionaries in China, between the Duke of Somerset and the Earl of Clarendon on the one side, and Earl Grey and the Bishops of St. David's and Peterborough on the other side, last Tuesday evening. The Duke of Somerset was thoroughly scornful to the missionaries as to troublesome enthusiasts who meddle with the political waters by their meddling, and who need at least as much curbing as the Roman authorities thought it desirable to apply to St. Paul and the other Christians of the first age. The Bishop of Peterborough reminded the noble duke that if all missionaries had been prevented in like manner from becoming "troublesome" in their day, neither he himself nor the noble duke would now be a Christian. But perhaps the Duke of Somerset would, if he were quite frank, admit that there is a question as to the son in which he is a Christian, as there is certainly such a question as to most of us. Clearly, one thing he is not a Christian. He is not a Christian in the very aggressive faith that would hazard everything for life, for a chance of announcing a revelation. He has no sympathy with the spirit in which the Gospel was first spread. On the contrary, both he and Lord Clarendon, while they regard missionaries as in their place so long as they act as the camp-followers of "commerce," and humbly follow its wake,"—to use Lord Clarendon's own commendation to the Missionary Society—regard the missionaries strongly for regarding their message as a *more* important one than that of "piece-goods." Each Foreign Secretary in turn regards it as part of his legitimate policy to enforce the treaty rights of English commerce in China. Only the other day Sir Rutherford Alcock was most prompt in demanding reparation for some English traders who had been wronged in their treaty rights in the interior. But Foreign Secretary Alcock, Foreign Secretary devotes his mind to the problem of curbing missionaries as harshly as he does to the problem of defending traders in China. Now what we say to that as a symptom of the Christianity of the class of statesmen who reside at our Foreign Office? Can we honestly say that, as a rule, they do think that Christian faith half as important as the unscrupulous and demoralizing policy of our commerce? It is possible to misinterpret the misinterpretation of Somerset's inquiry as to these "troublesome" people, and Lord Clarendon's reply that he has expressly recommended them to keep "in the wake" of trade. Is it not probable that Christianity is a very nice sentiment, and that it is to be indulged in due season, when all the more important objects of life, like trade, or for instance, have been provided for; but that till then, why, statesmen should try to keep their own troublesome zeal, and in the order to "go on" and avail themselves of any instance such as come in their way, or of junctures, that borrowed to eagerly, by the Duke of Somerset from a Chinese manar, that, at least till France and England have settled their differences as to the relative claims of Roman Catholicism and Protestantism, it will be certainly wiser to defer the duty of spreading either faith?

We admit that Earl Grey's remarks on the subject were in a very different tone, and that it is not fair to avail themselves of Dr. Thirlwall or Dr. Magee could have desired. He put it very strongly that as the whole power of Christianity consists in its doctrine of self-sacrifice, and of pure disinterestedness, missionaries who hazard their own life and incur the risk of terrible sufferings for the purpose of spreading their faith, cannot properly say to be supported by force, which means retaliation or the threat of it,—lest they give up the whole ground on which they stand. Commerce, which takes its stand on enlightened selfishness, and on giving out life in demand of its rights wherever it has a right, though statesmen may fairly warn the missionaries where they can and where they cannot tread, and leave them to take the consequences of their own reasons as if they stepped the prescribed limits. But missionaries cannot properly do even as much. They injure their own cause by inviting retaliation or retribution on their behalf. Neither in the treaty ports, or out of them, can missionaries, if they try to retire to their own highest ideal, invite their own country to do violence to the kindness on their behalf. They go in the

higher principle they should be loyal. If they claim their rights as British subjects to reprisals or penalties inflicted on those to whom they were to have brought spiritual light and the teaching of the Cross, they repudiate their own mission and ignore the teaching of the Cross. Hence, we are disposed to think that the Government would really be right in declining to threaten war or inflict war on China for the sake of any missionary who has exceeded the bounds where his life is safe. He should, of course, be fairly warned what those bounds are, and that the Government do not hold it even a right precedent, much less a wise one, to carry Christianity into China by its arms. It cannot but throw an utterly false light on the true meaning of Christianity. And for the sake of the masses itself, therefore, it is wholly right that those who elect to dare torture and death rather than not spread their faith, should be allowed to endure torture and death rather than be rescued by gubboats and Armstrong guns. The torture and death, if nobly borne, may after all spread the faith which the sufferers want to spread. But the torture and death inflicted by Christian guns on behalf of Christian missionaries will certainly never make a single true convert as long as the world lasts.

So much is we think the principle contended for by the statesman. But what is not due to it, and what seem to us to prove that the Christianity of our Government is not a question of 'disestablishment,' but a question of the spirit of our actions,—is the tone which they take of infinite condescension, not without a flavour of contempt, for true Christian missionaries, as if they were not the pioneers of civilization, but its most subordinate and insignificant followers. There is a real and sound reason why our State should deal on a different basis with the legal rights of traders and the legal rights of missionaries,—namely, that to enforce the latter by armies and fleets onto the ground from under the missionary altogether, and that this ought to be evident to him, if it is not, when he first incurs the risk from which he suffers. But if we admit this to the full, why should any Englishman who really wishes to be, as well as to be thought, a Christian, be entitled to admit the infinitely higher claim of a true Christian missionary on our respect and our veneration than of any other man? If we assert the rights of mere trader? If we admit the rights of the latter more keenly than of the former, that is not, or ought not to be, because we think them higher and more legitimate rights, but because we think them infinitely lower and less truly spiritual rights. The latter can maintain themselves by the supernatural power with which God inspires the heart of man. The former needs human law to back them up. This should, we think, be the tone of any truly Christian legislation in discussing such matters. It is not the prevailing tone of the House of Lords. But then, is the House of Lords, or indeed any other assembly of practical Englishmen, in spite of the English Establishment, on the whole a Christian assembly?

A REMARKABLE CASE.

(*Video Report of Proceedings before the Judicial Committee of the Privy Council, in the "Times" of February 25, on which this Romantic Legal Legend is founded. Names exact. Facts not variant.*)

A Case was brought
Before the Court,
The names we know.
As told the Bar
The case was
Kachekalayanā Rungappo
Kalkaka Tola Odidiar
That's one: the other less difficult far
was
Kachivijaya Rungappo
Kalkaka Tola Odidiar.
The case was heard :
At every word
A voice laughed loudly out " ha, ha !"
Says the Judge, " I know."
That's Rungappo.
Now officer, go ;
Says the Officer, " Oh,
" Which Rungappo ?"
Says the Judge, " Bless me ! What a fool
you are !"
The man you 've got to take, you know,
is Kachekalayanā Rungappo
Kalkaka Tola Odidiar.
They took up Kachekalayanā. " Go
To Prison you naughty Rungappo !"
Says the Judge,
" Oh fudge !"
Says Rungappo, " this pas is fair,
I didn't laugh, indeed, no, no."
Says the Judge, " Then show
To me the man who laughed just so—"
Like this, the Judge gave a loud
" ha, ha."
Says Kachekalayanā, " Now, I know
That's Kachivijaya Rungappo
Kalkaka Tola Odidiar."
" Now, Chorus !" cried the whole of the
Bar,
" Sing Kachivijaya Rungappo
Kalkaka Tola Odidiar."
" I can't catch Kachivijaya, though
I've tried," says the Usher to Rungappo.
" If you cannot Kachivijaya seize,
He won't come back to pay his fees."
Observed an attorney down below.
Then suddenly cries, " Hullo ! Hullo !
Why there's the other Rungappo !"
Says the Usher, " Sir, when he heard of
fees,
A trembling shook the Indian's knees,
And he run away, like a frightened pup."
" They've gone," says the Judge, " so I'll
sum up."
Is Kachekalayanā Rungappo
In the right it follows, you know,
That in the wrong is his mortal foe,
Kachivijaya Rungappo."
But which is which is not for us,
To decide at all, but *Jus is Jus*—
Not let us sing, as away we go,
Kachekalayanā Rungappo !
Kachivijaya Rungappo !
So here's to you both, whoever you are—
Kachekalayanā
Kachivijaya !
Kalkaka Tola Odidiar !
Chorus (by every one concerned) Kache-
kalayanā,
Kachivijaya !
Kalkaka Tola Odidiar !
—Punch. [Exeunt omnes.

STRAIGHTENED.—" You seem to walk more erect than usual, my dear sir." " Yes, I have been *straightened* by circumstances."

DESCRIPTIVE!—An Irish traveller, lately describing a tropical shower, wrote to a friend in the following words:—" The rain-drops were extremely large, varying in size

This image shows a vertical cross-section or a close-up of a material interface. On the right side, there is a dark, almost black, textured surface that appears rough or fibrous. A thin, irregular white line separates this dark region from the left side. The left side is a lighter, off-white or light gray surface with a fine, speckled texture, possibly representing a different material or a layer of a composite. The overall appearance is that of a microscopic view or a high-contrast photograph of a material boundary.

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At Messrs GIBB, LIVINGSTON & Co.'s
Hongkong, April 26, 1869.

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At Messrs P. & A. C. CAMARNE & Co.'s Office, Queen's Road.
Hongkong, January 19, 1869.

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THE Corner HOUSE, No. 22 A, in Gage Street, containing six Rooms with Commodious Room and Godown attached. Water and Gas laid on.
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Hongkong, December 1, 1868.

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THE CHINESE COMMERCIAL GUIDE.

By S. WELLS WILLIAMS, LL.D.
Published at the "CHINA MAIL" Office, Hongkong.

538 PP. ARMY SVCS. WITH APPENDIX.
FIFTH EDITION, 1863.
Price, \$5.
Original Publishing Price, Ten Dollars.

The following is an Abstract of the Contents of this Book:—

CHAP. I.—SECT. 1 TO 4.
Four Treaties with China.

1.—Treaty with Great Britain, Chinese Text of the same.
2.—Treaty with the United States.
3.—Treaty with France.
4.—Treaty with Russia.
Supplementary Treaty with Russia.

CHAP. II.—SECT. 1 TO 5.
Articles of Trade with China.

1.—Tariff on Articles of Import.
2.—Tariff on Articles of Export.
3.—Rules respecting Trade and Dues.
4.—Chinese Text of the same.
5.—Description of Articles of Import.
6.—Description of Articles of Export.

CHAP. III.—SECT. 1 TO 14.
Foreign Commerce with China.

1.—Port of Canton.
2.—Port of Shanghai or Swatow.
3.—Port of Hongkong in Hainan.
4.—Port of Amoy.
5.—Port of Foochow.
6.—Ports of Tamsui and Taiwan in Formosa.
7.—Port of Ningpo.
8.—Port of Shanghai.
9.—Ports on the Yangtze and Trade in the Interior.
10.—Port of Tientsin.
11.—Port of Peking.
12.—Port of Newchwang or Yangtze.
13.—Colony of Hongkong.
14.—Colony of Macao.

CHAP. IV.—SECT. 1 TO 5.
Foreign Commerce with Japan.

1.—Intercourse with Japan.
2.—Treaty between Great Britain and Japan.
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CHAP. V.—SECT. 1 TO 7.
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4.—Netherlands India.
5.—Philippine Islands.
6.—Sailing Directions for Panny I.
7.—Burmese Money, Weights, &c.
8.—Indian Presidencies, Bengal, Madras, Bombay.
9.—Ceylon.
10.—English and French Weights, &c.
11.—United States of America.

CHAP. VII.—SECT. 1 TO 6.
Tables on Prices, Exchanges, &c.

1.—Comparison of Prices.
2.—Relating to Exchanges.
3.—Relating to Time.
4.—Comparison of Weights.
5.—Measurement of Cargo.
6.—Bullion Operations.

APPENDIX.—Containing Sailing Directions for the Coast of China, and for the Japan Islands; also giving the meanings of Chinese Words occurring in Charts and Sailing Directions; and also a Table of Positions of places on the Chinese and Japanese Coasts.

The author in his Preface says:—"The tables in Chap. VII., for estimating prices, measurement of goods, exchanges, &c. have been selected from those constantly in use among the foreign merchants in China. Those for calculating the prices of tea in dollars or pence have been copied from the more extended tables, by the kind permission of the author, P. Loureiro, Esq. The last section of the same chapter on "Movements in Bullion," has been prepared and furnished for the Guide by Patrick R. Harper, Esq., of the Commercial Bank of India at Hongkong, who has had much experience in the exchanges and movements of the precious metals in Eastern Asia.

The Appendix of Sailing Directions has been reprinted from the "China Pilot." With short interruptions, the coasts from Singapore to Hakodadi are all described in it; and for the Chinese coasts, the Directions have been improved by the insertion of the Chinese characters for the names of all places that could be ascertained."

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Intimations.

CHINESE PILOTAGE SERVICE.

GENERAL REGULATIONS WITH LOCAL RULES FOR THE PORT OF SWATOW.

GENERAL REGULATION I.
I. By-Laws and Local Rules.

1.—By-Laws and Rules necessary for the better ordering of pilotage matters at the Port are to be drawn up by the Harbour Master in consultation with the Consuls and Chamber of Commerce, with whom also rests in the same way to fix the number of Pilots, tariff of charges, and define the limits of the Pilotage ground.

2.—The number of Pilots for the Port of Swatow shall be six.

3.—The Pilotage ground for the Port of Swatow shall be off Bill Islet to the lower limit of the anchorage Kahio Point.

4.—The rates of pilotage shall be as follows for all sized vessels between the limits of the Pilotage ground: steamer or sailing vessels, \$2.50 per foot English measurement. To Harbour Pilot for Berthing or Unberthing, 50 cents per foot English measurement.

GENERAL REGULATION II.
II. Pilots—Individuals Eligible.

The subjects, citizens or protégés of Treaty Powers shall, equally with Natives of China, and without distinction of nationality, be eligible for appointment when vacancies occur, by the Board of Appointment, subject to the General Regulations now issued, and the By-Laws to be under them enforced at the several Ports respectively.

GENERAL REGULATION III.
III. Board of Appointment, how to be constituted.

The Board of Appointment shall consist of the Harbour Master as President, the Consul, and two persons whose names shall be drawn by lot, by the Harbour Master, from a list prepared and published by the Harbour Master in consultation with the Consuls and Chambers of Commerce.

GENERAL REGULATION IV.
Vacancies: how to be filled up.

1.—Whenever there may be a vacancy among the Pilots, it shall be duly notified in the local prints; and eight days afterwards the Board of Appointment shall proceed to fill it up by a competitive examination.

2.—The Board may refuse to admit to the examination any one who, having once been a Licensed Pilot, has had his License withdrawn, and also any candidate who is unable to procure Consular Certificates as to Character, &c.

3.—The examination shall be public and gratuitous, and the vacancies shall be given to the most competent among the candidates without distinction of nationality, provided always the competency of the first on the list be not relative but absolute.

4.—The Consul concerned may in person, or by deputy, be present and take part in the examination of candidates.

5.—The majority of the votes of the members of the Board shall decide the admission of candidates for Pilots' Licenses, each member having one vote in the Ballot, but in the absence of the Consul concerned the Harbour Master shall have a casting vote.

GENERAL REGULATION V.
Pilots' Licenses; by whom to be issued.

1.—Pilots' Licenses shall be issued by the Commissioner of Customs in the name and on behalf of the Chinese Government; Licenses issued to Pilots not being natives of China shall subsequently be void and registered at the Consulate concerned.

2.—Every Licensed Pilot shall be given a printed copy of the General Regulations and Local Rules and shall produce the same as well as his License when required.

3.—On the first of July each year every Pilot shall pay the sum of Ten Taikwan Taels for the renewal of his License.

GENERAL REGULATION VI.
Apprentices Pilots; how to be taken.

1.—It shall be allowable for each Licensed Pilot to take an apprentice, for whom he shall be responsible; on the application of Pilot, the Harbour Master will supply Apprentices with special certificates.

2.—When the circumstances of the Port appear to demand it, the Harbour Master may authorize apprentices to act temporarily and within certain limits, as Pilots; provided they have received certificates of competency from the Board of Appointment.

GENERAL REGULATION VII.
Licensed Pilots; to whom subordinated.

1.—Licensed Pilots may carry on their business either singly or in Companies. They must pay due respect to the wishes and instructions of the Harbour Master, under whose order and control they are placed, and who is invested with power to suspend or dismiss, subject to an appeal to the Consul concerned; when the Pilot is a Foreigner, the appeal to be lodged within three days.

2.—If guilty of any misconduct for which Consular punishment has been inflicted, or if proved to have committed any offence against Revenue Laws, the individual concerned may be suspended or dismissed by the Harbour Master, subject to an appeal to the Consul.

3.—Any one piloting without a License, shall be subject to prosecution before his own authorities, who will deal with the offender in accordance with the Laws of his Country. Any Pilot landing his License to another will be proceeded against and dealt with in the same way, in addition to forfeiting his License.

4.—Any Commanding Officer employing an unlicensed person to pilot his vessel will be liable to be fined in the sum of One Hundred Taels by the authorities to whose jurisdiction he is amenable.

GENERAL REGULATION VIII.
Pilot Boats: Regulations to be observed.

1.—Pilot Boats shall be registered with their crews at the Harbour Master's Office, where each boat will be given a certificate and number. The words "Licensed Pilot Boat" shall, with the number, be legibly painted at the stern, and on the head of the Mainmast; and a flag, of which the upper horizontal half shall be yellow, and the lower green, shall be flown. Such registered Pilot Boats shall deposit their national papers with their Consul or the Customs; they shall be at liberty to move freely within the limits of the Port and Pilotage ground, and shall be exempt from Tonnage dues. On the regulation of the Harbour

Intimations.

Master or his deputies, it will be obligatory on registered Pilot Boats to convey from place to place within the limits, employees belonging to either Customs or Harbour Master's Departments, with such stores as may be wanted for either Light-houses or Light-ships.

2.—Every Licensed Pilot shall pay a fee of Twenty Taels for renewal of License on the first of July each year.

3.—In case of a Pilot going off in an unregistered Boat, he will be authorized to carry the Pilot Boat Flag during the time he is on board; but no Pilot is authorized to cruise in an unregistered Boat, without special permission from the Harbour Master.

4.—The owner or hirer of any unregistered Boat making use of a Pilot Flag, and not having a Licensed Pilot on board, shall be proceeded before the authorities to whom he is amenable, or whose Flag or national Ensign he has the right to use.

5.—A registered Pilot Boat is not permitted to fly the Pilot Flag, save when there is either a Licensed Pilot or certificated apprentice on board.

GENERAL REGULATION IX.
Flags to be exhibited on arrival.

When nearing the anchorage the Pilot shall cause to be exhibited:—
A Red and White Flag (No. 3), if the vessel is from Hongkong, Japan, or any Chinese Port.
A Blue and White Flag (No. 2), if from any Foreign Port.

A Yellow and Blue (No. 10), if the vessel is in ballast.
A Red Swallow Tail (No. 5), if the vessel has gunpowder or other combustibles on board.

GENERAL REGULATION X.
Harbour Pilots: Vessels in Harbour, Berthing, &c.

1.—The duties of the Harbour Pilot, where such exists, will be to take charge of vessels at the outer limit of the anchorage, berth them in accordance with the orders received from the Harbour Master's Department, take charge of vessels shifting berth, going in and out of dock, or to and from a wharf or out of the anchorage, and to assist and report to the Harbour Master's Office all matters concerning the shipping in Port, and the conservancy of the river or harbour.

2.—In berthing vessels the Harbour Master will, as far as possible, meet the wishes of Commanding Officers and Consignees; and the entrance, working or clearance of vessels taking berths not assigned to them, shall be stopped by the Customs until the Harbour Master's orders are complied with.

3.—Vessels are to move in accordance with orders received from the Harbour Master, and they are not to remove from the anchorage without his permission.

4.—The Harbour Pilotage Fees payable to the Harbour Master are as follows:—
Shifting a vessel's berth; taking a vessel to or from a heaving down Hulk; \$10, in full.

THE "TREATY PORTS OF CHINA & JAPAN," AND "NOTES AND QUERIES ON CHINA AND JAPAN."
EXTRACTS FROM REVIEWS.

(From the "Strait Times," July 27, 1868.)
Some time ago we had occasion to remark upon the progress that Literature as represented by the Press had made and was making in the East, and our attention has again been called to the subject by the receipt of a Hongkong publication which deserves some notice and which we have much pleasure in introducing to the knowledge of our readers.

We allude to "Notes and Queries on China and Japan," published monthly by Mr. Saint, the proprietor of the "China Mail" newspaper. This publication is well printed on good paper, and in size and shape is very like its well-known namesake or prototype at home, and is equally a mine containing very curious and useful information regarding the language, literature, history, manners and customs of the Chinese and in a less degree of the Japanese.

It says a good deal for the extent and stability of the footing of Europeans in China, that such a publication as this should be established and conducted with apparently successful vigour.

The publication is altogether a very interesting one, and wishing it every

SHIPPING IN HARBOUR

HONGKONG.

Consignees of Vessels will greatly oblige by forwarding corrections of errors in the following list.

Exclusive of Arrivals, Departures and Clearances reported to-day.

C. on Pedder's Wharf.—W.C., from Pedder's Wharf to Gibb's Wharf.—W., Westward of Gibb's Wharf.—E.C., on Pedder's Wharf to the Military Hospital.—E., Eastward of the Hospital.—K., on Kowloon side.

Vessel's Name and Where Anchored.	Captain.	Flag and Rig.	Tons.	Date of Arrival.	Consignees or Agents.	Destination.	Intended Despatch.
STEAMERS							
1868-69.							
Cataluna	W Escadillo	Span. str.	737	April 8	Landstein & Co		
China	WC Stewart	Brit. str.	1348	April 20	P. & O. S. N. Co	Bombay, &c.	To-day 8 a.m.
Douglas	WC Toppin	Brit. str.	616	April 20	Douglas Lapraik & Co	Swatow, &c.	
Dupleix	WC Noel	Foh. str.	900	April 22	Messageries Imperiales		
Erl King	W Pinel	Brit. str.	1044	April 19	A. Heard & Co	Shanghai	
Formosa	WC Hockin	Brit. str.	700	April 27	P. & O. S. N. Co	East Coast	
Imperatrice	WC Macaire	Foh. str.	1091	April 28	Messageries Imperiales		
Nigapatam	WC Hamlin	Brit. str.	184	April 24	Jardine, Matheson & Co		
Ottawa	W Edmond	Brit. str.	1274	April 13	P. & O. S. N. Co		
Sunda	WC Soames	Brit. str.	1612	April 26	P. & O. S. N. Co	Shanghai	
Suwonada	W Jayne	Amer. str.	1802	April 25	A. Heard & Co		
Titans	W Hamlin	Tahit. str.	806	January 21	A. Heard & Co		
Vad Ras	WC Garcia	Span. str.	600	April 26	Spanish Consul	Manila	
Vencedora	WC Cervantes	Span. str.	600	April 27	Spanish Consul		
Venus	W Cumins	Amer. str.	677	August 30	A. Heard & Co		
West Indian	WC Miller	Brit. str.	1804	April 2	Jardine, Matheson & Co	S'pore & Penang	
Yang-hai-an	WC Morrison	Russ. str.	447	October 19	Landstein & Co		
SAILING VESSELS							
Albert Victor	WC Hacking	Brit. bk.	384	April 25	Carlowitz & Co		
Alexandria	K Sangster	Brit. sh.	670	April 22	Borneo Company		
Amosone	WC Belstedt	N. Ger. bg.	218	April 27	E. Schellhaas & Co		
America	K Parks	Salv. sh.	1460	January 16	Captain		
Asendant	W Gardes	Brit. bk.	517	April 19	R. S. Walker & Co		
Asuncion	WC Berri	Span. bk.	270	Feb. 19	Order		
Atravida	E Basset	Brit. bk.	457	March 28	Rozario & Co		
A. W. Stevens	E Ingraham	Amer. bk.	626	April 3	A. Heard & Co	Sydney New York	Early
Boy Bendixen	W Maltchissen	Dan. bk.	366	April 13	Wm. Pustan & Co		
Callao	E Lavarello	Salv. sh.	1440	Nov. 17	Jardine, Matheson & Co		
Candace	WC Meinhausen	N. Ger. bk.	230	April 22	Bosman & Co		
Caudalaria	W Benites de Lara	Span. bk.	407	April 22	Remedios & Co		
Cecilia	W Minquita	Brit. bk.	532	Feb. 18	J. J. dos Remedios & Co		
Chelsea	W Lowe	Brit. sh.	904	March 18	Rozario & Co		
Constantia	W Abano	Span. bg.	184	January 30	Remedios & Co	Melbourne and Sydney	
Daylight	W Schmiedt	Siam. bk.	447	April 7	Chinese		
Denia	W Onahndi	Span. soh.	230	April 6	Remedios & Co		
Dryden	WC McMillen	Brit. bk.	424	April 11	Gilman & Co		
Elise	W Kaempfer	N. Ger. bk.	850	April 13	Wm. Pustan & Co		
Ellen	W Windsor	Brit. sh.	631	Dec. 20	Olyphant & Co		
Feiga	E Lewriden	N. Ger. bk.	280	April 12	E. Schellhaas & Co		
Ferdinand Bruin	W Vos	N. Ger. bk.	350	March 23	E. Schellhaas & Co		
Fray Bentos	W Mata	Salv. bk.	471	April 8	Remedios & Co	Surinam	
Frederic	W Niclaus	Belg. sh.	803	January 6	Borneo Company		
Gravina	W Barelo	Span. bg.	246	March 17	Remedios & Co	Manila	
Hoinath	W Tiedebach	N. Ger. bk.	394	April 20	Melchers & Co		
Herald of Light	W Badenoth	Brit. bk.	265	April 21	Gibb, Livingston & Co		
Hugo & Otto	WC Binkert	N. Ger. bk.	400	April 22	Order		
Jane	WC Richerson	Brit. bk.	307	April 14	Thomas Howard	Yokohama	
John L. Dimmock	W Wanchell	Brit. sh.	1047	March 23	Russell & Co	San Francisco	
Leon Fa	WC Collinson	Brit. bk.	286	October 10	Order		
Lizzie	WC Olson	N. Ger. bk.	250	April 25	Boussan, Hubner & Co		
Luisa Canevaro	W Moro	Salv. sh.	1100	March 20	Wm. Pustan & Co		
Maria	W Canellas	Russ. sh.	637	Feb. 10	Landstein & Co		
Maria Miles	WC Prandt	N. Ger. bk.	268	April 25	Boussan, Hubner & Co		
Mikado	WC Lempiert	N. Ger. bk.	340	April 22	Wm. Pustan & Co		
National Eagle	E Nickerson	Amer. sh.	1095	Feb. 1	A. Heard & Co	San Francisco	Immediate
New Granada	WC Bauer	N. Ger. bk.	350	April 25	E. Schellhaas & Co		
Norma	K Pohl	N. Ger. bk.	359	April 7	Siemens & Co		
Nile	W Moran	Brit. bk.	271	April 23	Thomas Howard	Saigon	
Nil Desperandum	E Tounner	Brit. bk.	157	April 28	Order		
Nuevo Constante	W Fabio	Span. bg.	203	Dec. 16	Remedios & Co		
Old Dominion	E Freeman	Amer. sh.	695	March 11	A. Heard & Co	San Francisco	Early
Onward	E Whyte	Brit. sh.	603	April 2	Captain		
Parsee	W Soule	Amer. bk.	540	April 15	Bosman & Co	San Francisco	
Providenza	K Vevapway	Salv. sh.	564	April 3	Remedios & Co		
Race Horse	W Kruse	Siam. sh.	387	April 8	Chinese		
Salacia	W Stuart	Brit. bk.	424	March 27	Rozario & Co	Melbourne	Early
Sun Shine	W Probyn	Brit. bk.	225	April 20	Arnhold, Karberg & Co		
Villa de Rivadavia	WC Castilho	Span. bg.	261	April 11	Remedios & Co		

WHAMPOA.

Vessel's Name.	Captain.	Flag & Rig.	Tons.	Date of Arrival.	Consignees or Agents.	Destination.	Intended Despatch.
Bertha	Mooney	Brit. str.	285	Feb. 25	Douglas Lapraik & Co	Shanghai, &c.	
China *	Weinter	N. Ger. str.	648	April 29	Siemens & Co	Shanghai	
Niger	Jobling	Brit. str.	1125	April 13	Borneo Company		
Reyna	Barredo	Span. str.	200	April 21	Remedios & Co		

* At Canton.

VESSELS ON THE BERTH.

Destination.	Vessel's Name.	Flag & Rig.	Consignees.
CHINA & JAPAN PORTS—			
SHANGHAI	Niger *	Brit. str.	Borneo Company
Do.	China *	N. Ger. str.	Siemens & Co
SHANGHAI, &c.	Bertha *	Brit. str.	Douglas Lapraik & Co
YOKOHAMA	Jane	Brit. bk.	Thomas Howard
YOKOHAMA, &c.	Fusiyama *	Brit. str.	Douglas Lapraik & Co
OTHER PORTS—			
New York	A. W. Stevens	Amer. bk.	A. Heard & Co
SAN FRANCISCO	National Eagle	Amer. sh.	A. Heard & Co
Do.	Old Dominion	Amer. sh.	A. Heard & Co
Do.	J. L. Dimmock	Brit. sh.	Russell & Co
Do.	Parsee	Amer. bk.	Bosman & Co
MELBOURNE & SYDNEY	Chelsea	Brit. bk.	Rozario & Co
Do.	Salacia	Brit. bk.	Rozario & Co
SYDNEY	Atravida	Brit. bk.	Rozario & Co
SINGAPORE & PENANG	West Indian	Brit. str.	Jardine, Matheson & Co
SAIGON	Norma	N. Ger. bk.	Siemens & Co
MANILA	Gravina	Span. bg.	Remedios & Co
SURINAM	Fer. Brum	N. Ger. bk.	E. Schellhaas & Co

* At Whampoa.

† At Canton.

MEN-OF-WAR IN HONGKONG HARBOUR.

Name.	Flag.	Rig.	Tons.	Grass.	Commander.
Adventure	British	steam troop ship	1794	2	Hy. J. Raby, V.C. Capt.
Bouncer	British	gun boat	230	3	60 Rodney Lloyd, Lieut. Comr.
Bustard	British	gun boat	232	3	60 Johnson
Cockade	British	gun boat	200	1	60 H. W. Kerr
Flamer	British	Naval hospital	230		Attached to Melville
Janus	British	gun boat	167	3	40 Leicester C. Keppel
Meeanee	British	Military hospital	2501		Hospital ship
Melville	British	Naval hospital			Geo. B. Hill, Staff Surgeon
Oneida	U. States	steam corvette	1082	10	Creighton
Princess Charlotte	British	receiving ship	2443	14	Oliver J. Jones, Commodore
Shaney	British	gun boat	301	8	60 Elwyn

CHINESE GUN-VESSELS IN CANTON WATERS.

Name.	Flag.	Rig.	Tons.	Grass.	Commander.
An-lan	Chinese	gun vessel	221	7	Godall
Chen-to	Chinese	gun vessel	221	7	Edwards
Obing-ting	Chinese	gun boat	4		Bessard
Chin-hai	Chinese	gun boat	6		Deind
Fai-long	Chinese	gun boat	5		Francis
Spy	Chinese	gun boat	180	5	Polster
Tien-po	Chinese	gun boat	6		Stewart

HONGKONG, MACAO AND CANTON.

RIVER STEAMERS.

Vessel.	Flag.	Tons.	Captain.	Owners or Agents.
Dragon	British			P. & O. S. N. Co
Fame (110 h. power)	Do.	117	Stephenson	H. & W. Dock Company's Tug
Fire Dart	Do.	380		H., C. and M. Steam-boat Co.
Kim Shan	Do.	450	Benning	H., C. & M. Steam-boat Co.
Linlin	Do.	617		H., C. & M. Steam-boat Co.
Little Orphan	Do.	69		Acheong
Poyang	Do.	46	Benning	Union Dock Company's Tug
Prince Albert	Do.	378	Cary	H., C. and M. Steam-boat Co.
Sir J. Jeejeebhoy	Do.	180		Q. Acheong
Spurk	Amer.	140	Wilson	Thomas Hunt & Co
Spec	Do.	101	Graves	Thomas Hunt & Co
White Cloud	British	220	Carrol	H., C. and M. Steam-boat Co.

RECEIVING SHIPS & HULKS.

Name.	Flag.	Rig.	Tons.	Captain.	Owners.
Chase	P. M.	ship	233	Mason	Harbour Master (Gunpowder)
Fort William	British	barquo	1000	Townsend	P. & O. S. N. Co
John Adam	British	barquo	318	Dennis Daly	Water Police
Kim Joo Hong	"	"	288		

Chinese Advertisements.

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